

Feedback Report

for the proposed changes to

Blockhouse Bay Roundabout

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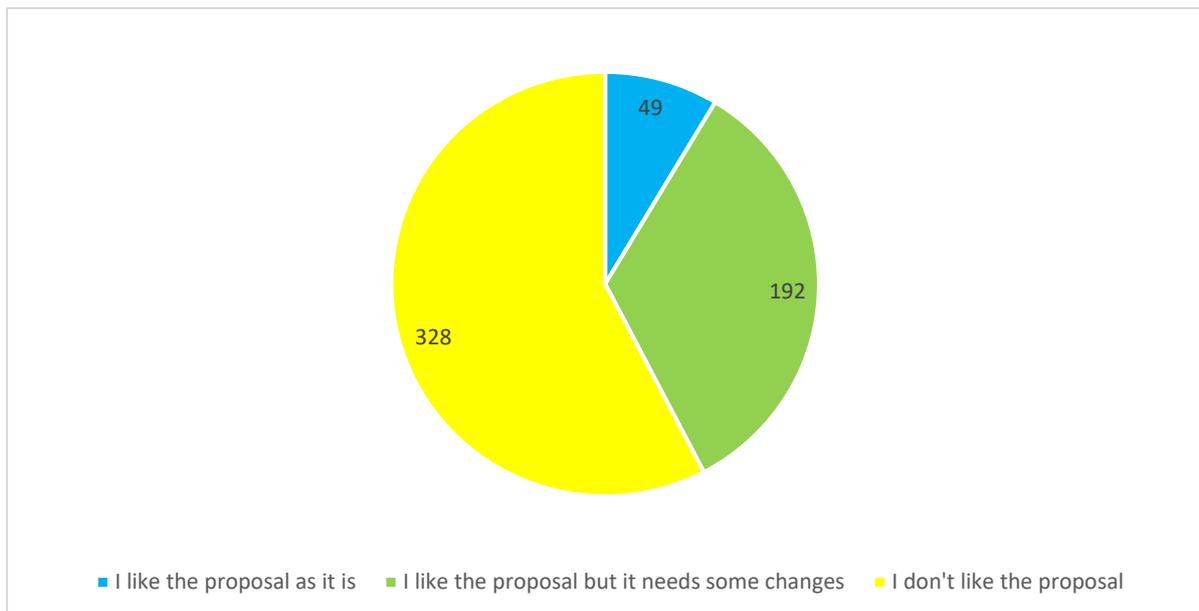
Summary

Whau Local Board and Auckland Transport proposed to upgrade the Blockhouse Bay roundabout to make it a safer destination to travel through.

We consulted on this proposal from the 20 November 2020 to the 11 December 2020 and received 581 submissions.

Key themes in feedback

Tell us what you think about the proposed changes to Blockhouse Bay Roundabout?



- 328 submissions did not like the proposal – (58%)
- 192 submissions liked the proposal with changes – (34%)
- 49 submissions liked the proposal – (8%)
- 12 submissions did not give an overall opinion.

Next steps

Due to the concerns expressed by the community we will not be progressing the proposed design.

We are working with the Whau Local Board to design a community engagement programme to focus on developing improvements for the Blockhouse Bay Roundabout. The Whau Local Board plan to host community stakeholder and partner workshops in early 2022. Key representatives from local community and business groups, schools, Auckland Transport, major road user groups and other partners will be invited to participate in these Local Board led sessions to share their different viewpoints and to work towards a supported solution.

Background

What did we seek feedback on?

The community asked us to make the area around the Blockhouse Bay roundabout safer.

Whau Local Board and Auckland Transport proposed to make changes to create a safer environment for drivers making turns and for vulnerable road users, including people walking, cycling and on motorbikes.



This proposal was supported by the [Community Safety Fund](#) which was a \$20 million programme focused on tackling road safety concerns raised by the community. Auckland Transport partnered with the [Whau Local Board](#) and Ward Councillor to propose this project, one of more than 80 locally funded safety improvement projects across Auckland.

This proposal was supported by funding from the Auckland regional fuel tax.

Project benefits and proposed improvements

- New traffic island and kerb designs on the approaches to help traffic to stay within the lane and allow road users to navigate the roundabout safely.
- Replacement of painted median markings with raised traffic islands.
- Construction of raised speed tables from existing zebra crossings. The approach from Donovan Street will stay as a mid-block crossing with a centre island.
- New road markings and signage before entering the roundabout, giving drivers more time to decide which lane to enter.
- Safer, and slower environment for all road users, including vulnerable road users.

Timeline

- 20 November – public consultation opened
- 11 December – public consultation closed
- Mid-2021 – Decision to stop project, based on public feedback
- Early 2022 – Community workshops to be advertised

Consultation

We consulted on the proposed Blockhouse Bay roundabout upgrades from the 20 November 2020 to the 11 December 2020.

What we asked you

We asked:

Tell us what you think about the proposed changes to Blockhouse Bay Roundabout?

- I like the proposal as it is
- I like the proposal, but it needs minor changes
- I don't like the proposal

Tell us why you chose that option?

- Tell us what you like about the proposal or what changes you would like to see?
- Do you have any other information that could help us with the proposed changes?

Activities to raise awareness

To let you know about our consultation, we did the following:

- Advertisement in the local paper on Thursday 3 December
- Social media campaign over the 3 weeks including Twitter, LinkedIn and a targeted Facebook advertisement
- Corflute signs in public spaces such as the Library and Local Board members office
- Letter drop to local residents and businesses (4,271)

How people provided feedback

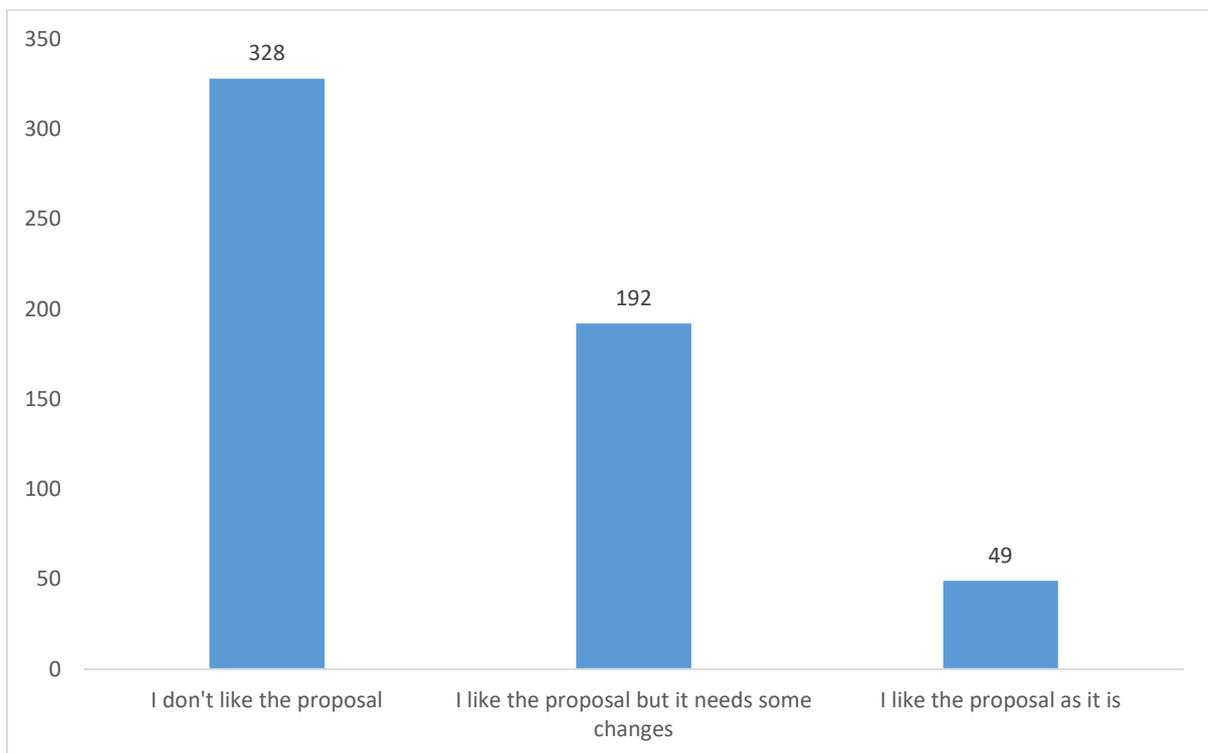
You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the letter to the community. See the appendix at the end of this report for a copy of the feedback form.

Your feedback

Overview

We received public feedback on the proposal from 581 submissions, 476 were on-line submissions and 105 hard-copy submissions.

Tell us what you think about the proposed changes to Blockhouse Bay Roundabout?

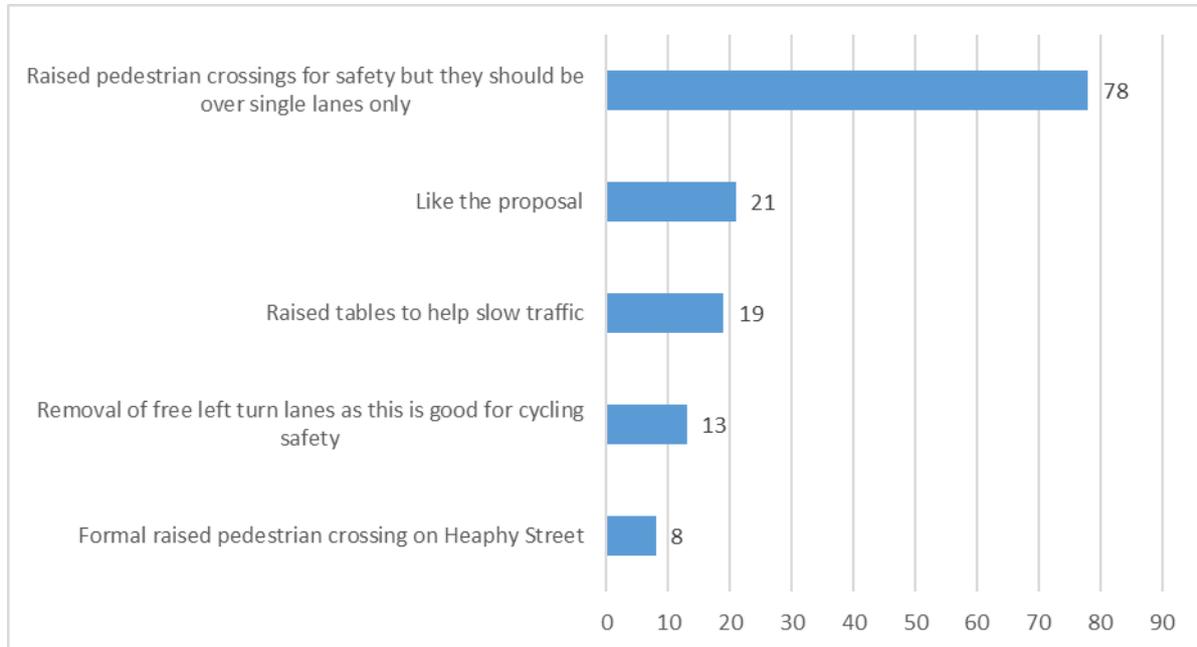


569 submissions expressed an overall opinion

- 328 submissions did not like the proposal – (58%)
- 192 submissions liked the proposal with changes – (34%)
- 49 submissions liked the proposal – (8%)
- 12 submissions did not give an overall opinion.

Question 1 - Tell us what you like about the proposal or what changes you would like to see?

Submissions which highlighted themes that were liked about the proposal



- **Raised pedestrian crossings for safety but they should be over single lanes only (78 submissions)**

“I like the improved safety of the pedestrian crossings - the fact they're raised and have increased visibility”.

- **Like the proposal (21 submissions)**

“I like the idea of the raised traffic islands, kerb designs, new markings and better signage to help motorists stay in the correct lane and decide which lane to go in. These are awesome decisions because currently it can be quite confusing when entering the roundabout”.

- **Raised tables to help slow traffic (19 submissions)**

“Raised pedestrian crossings is a good idea to slow traffic down. So many people go racing over that roundabout”.

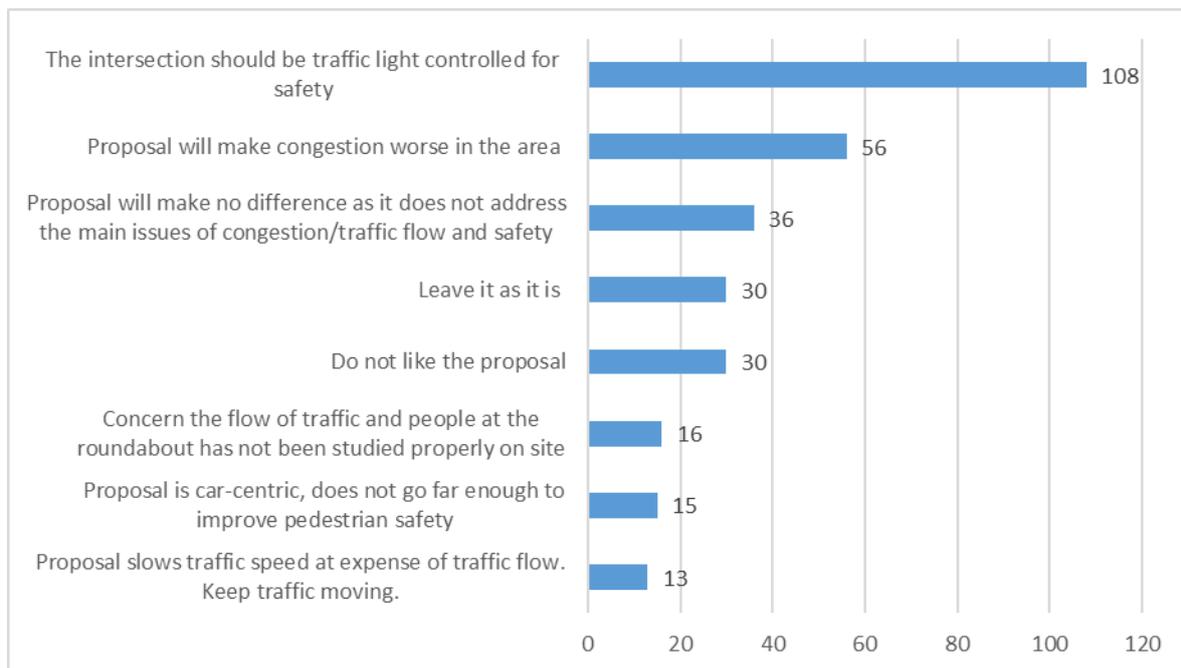
- **Removal of free left turn lanes as this is good for cycling safety (13 submissions)**

“I like the reduction of lanes feeding into the roundabout as its always confusing having to watch so many cars to anticipate their intentions and movements”.

- **Formal raised pedestrian crossing on Heaphy Street (8 submissions)**

“Really happy to see the Heaphy St crossing becoming a proper zebra crossing”.

Submissions which highlighted high level concerns about the proposal



➤ **The intersection should be traffic light controlled for safety (108 submissions)**

“This roundabout needs to be removed and lights need to be put in. This is such a busy and hectic part of the area with 5 streets ending up in this intersections. Every time I cross as a pedestrian or with a car it is a challenge and stressful and I’m 29 years old. Don’t want to think how elderly people, mums with prams and people with disability feel”.

➤ **Proposal will make congestion worse in the area (56 submissions)**

“The Blockhouse Bay roundabout is already one of the largest traffic bottle necks in the area, particularly in the afternoon/evening period. This should be addressed in any improvement proposal, and not completely ignored, especially when it is being paid for by the Regional Fuel Tax.”

➤ **Proposal will make no difference as it does not address the main issues of congestion/traffic flow and safety (36 submissions)**

“Losing lanes on the busiest rush hour roundabout in the area does not seem logical. There is a big increase in development close by resulting in more traffic”.

➤ **Leave it as it is (30 submissions)**

“Don’t change anything as there are already pedestrian crossings there. The raised crossings will only further slow traffic which is terrible in the mornings and afternoon”.

➤ **Do not like the proposal (30 submissions)**

“I like nothing about the proposal. This will make traffic worse. Removing the turning lanes will make it even more congested. The crossings are dangerous. The intersection badly needs lights”.

➤ **Concern the flow of traffic and people at the roundabout has not been studied properly on site (16 submissions)**

“I don’t believe the people who have done this redesign use the Blockhouse Bay roundabout”.

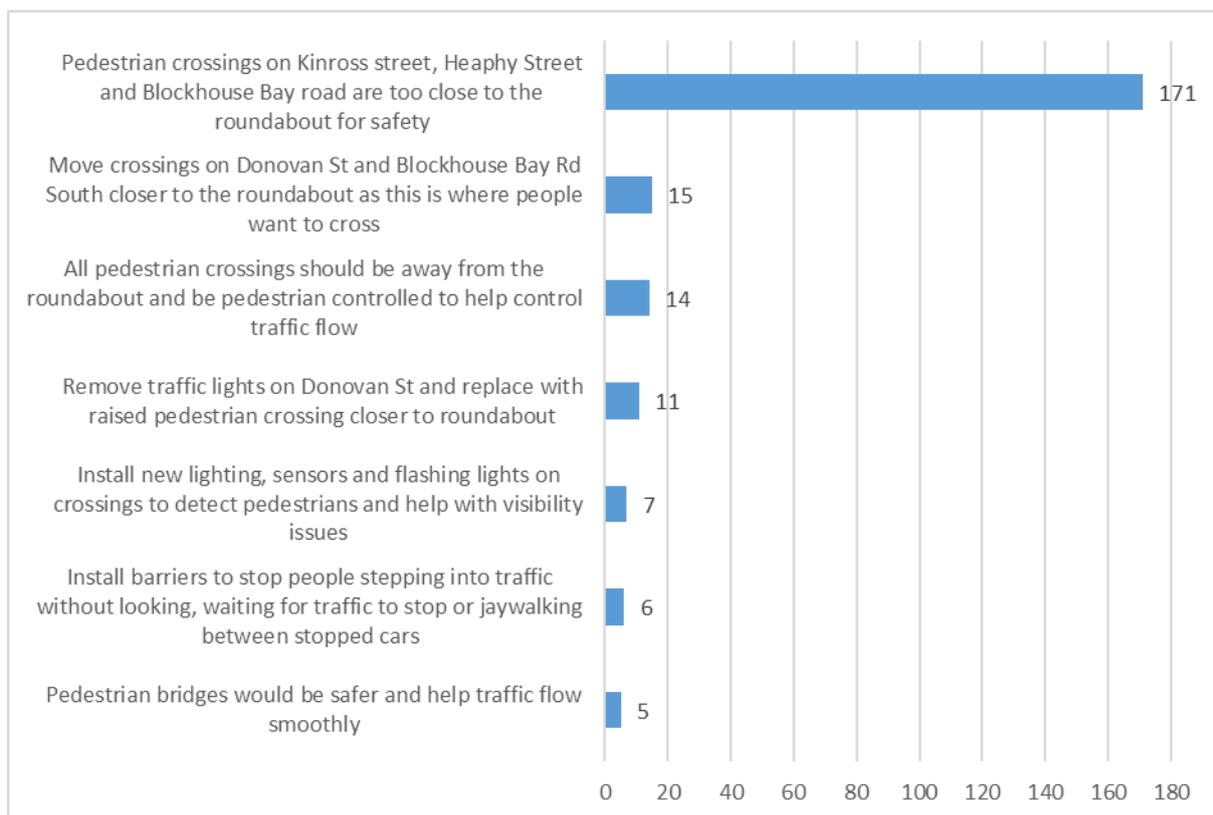
- **Proposal is car-centric, does not go far enough to improve pedestrian safety (15 submissions)**

“It is totally car centric, offers poor choices for pedestrians, and none for cyclists”.

- **Proposal slows traffic speed at expense of traffic flow. Keep traffic moving (13 submissions)**

“This will only slow down traffic out west. Extending the curbs and reducing lanes will not help anyone. Only slow down traffic and increase driver frustration”.

Submissions which highlighted concerns about pedestrian crossings and pedestrian safety



- **Pedestrian crossings on Kinross street, Heaphy Street and Blockhouse Bay road are too close to the roundabout for safety (171 submissions)**

“It’s very hard to see a pedestrian step out while navigating the roundabout. This proposal does nothing to address that issue”.

- **Move crossings on Donovan St and Blockhouse Bay Rd South closer to the roundabout as this is where people want to cross (15 submissions)**

“The crossing in the shops on Blockhouse Bay Road South should be moved closer to the roundabout. The current location is not on the desire line and pedestrians often cross the road nearer the roundabout”.

- **All pedestrian crossings should be away from the roundabout and be pedestrian controlled to help control traffic flow (14 submissions)**

“Instead of your proposal you should install signals at pedestrian crossings for safety of school children and elderly. It's too risky to have pedestrian crossings straight after roundabout turn is taken by vehicles”.

- **Remove traffic lights on Donovan Street and replace with raised pedestrian crossing closer to roundabout (11 submissions)**

“Treatment of crossing on Donovan St is inconsistent with the other crossings”.

- **Install new lighting, sensors and flashing lights on crossings to detect pedestrians and help with visibility issues (7 submissions)**

“Suggest flashing lights in the ground as can be found at the Onehunga roundabout to warn motorists that the pedestrian crossing is being used”.

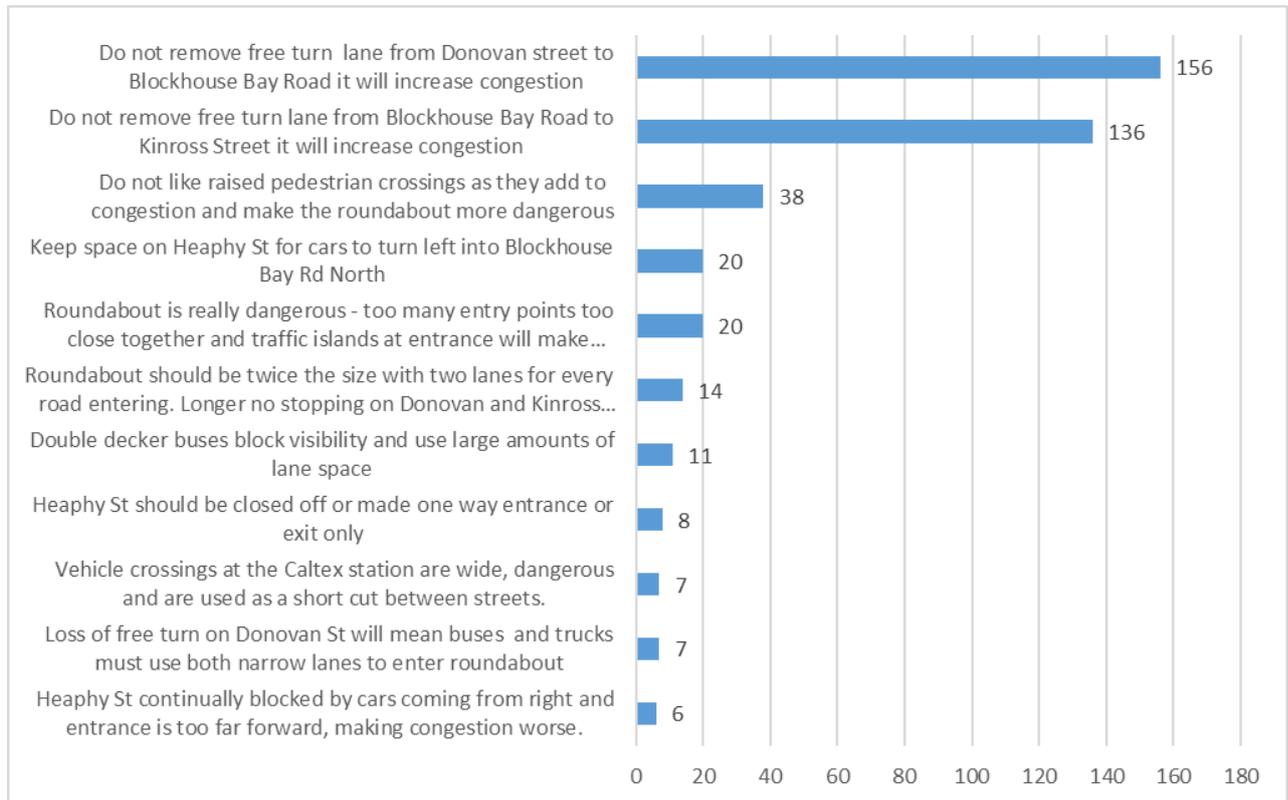
- **Install barriers to stop people stepping into traffic without looking, waiting for traffic to stop or jaywalking between stopped cars (6 submissions)**

“Install guard rails at the pedestrian entry points to the crossings to prevent pedestrians from stepping out before checking for traffic”.

- **Pedestrian bridges would be safer and help traffic flow smoothly (5 submissions)**

“Donovan Street, Kinross Street, Blockhouse Bay North. Pedestrian overpass or underpass - so traffic can flow freely”.

Submissions which highlighted concerns about the roundabout design for vehicle traffic



- **Do not remove free turn lane from Donovan Street to Blockhouse Bay Road it will increase congestion (156 submissions)**

“My main concern is the loss of the left hand turn lane from Donovan into Blockhouse Bay Rd. The roundabout is already a significant bottleneck from 4.30pm - 6.30pm for traffic going west and the proposed change will make this worse with no safety benefits”.

- **Do not remove free turn lane from Blockhouse Bay Road South to Kinross Street, it will increase congestion (136 submissions)**

“It is not a good idea to remove the free left turn from Blockhouse Bay South into Kinross St as traffic is already stopped and backed up past the school (on Blockhouse Bay Road South) at rush hours”.

- **Do not like raised pedestrian crossings as they add to congestion and make the roundabout more dangerous (38 submissions)**

“The crossings don’t need to be raised on Blockhouse Bay Road North and Kinross Street. Cars are already going 5km at that point on those two areas. It will be annoying with no benefit”.

- **Keep space on Heaphy Street for cars to turn left into Blockhouse Bay Road North (20 submissions)**

“Heaphy Street at the roundabout is just wide enough to form 2 lanes. In the morning this is the only chance for people turning left onto Blockhouse Bay Road. The proposed change

would narrow the road to only 1 lane, it will be chaos in the morning no car would be able to safely enter or exit the roundabout”.

“There needs to be a free left option on to Blockhouse Bay Road from Heaphy Street - or more people will go through the petrol station”.

- **Roundabout is really dangerous - too many entry points too close together and traffic islands at entrance will make movements harder (20 submissions)**

“This does not address the issue at all. The roundabout is what makes this dangerous. You have multiple lanes 5 entry and exit points then pedestrians crossings on top of that. The glaring obvious solutions is traffic lights”.

- **Roundabout should be twice the size with two lanes for every road entering. Longer no stopping zones would help make more space for two lanes (14 submissions)**

“Do not enlarge the islands or kerbs thinking it will be better... this is taking up more space. It’s a busy junction the flow needs to improve... widen the lanes to improve the flow, not install more obstacles. Give an alternative route for this traffic, not a quick fix it or touch up hoping it will work”.

- **Double-decker buses and large trucks block visibility and use large amounts of lane space (11 submissions)**

“Buses both single and double decker buses and the frequency of buses make the area congested and unsafe for other traffic and pedestrians. Large buses block the view of oncoming traffic when trying to navigate entering and exiting the roundabouts”.

- **Heaphy Street should be closed off or made one way entrance or exit only (8 submissions)**

“I recommend closing the Heaphy Street portion of the roundabout and finding an alternate route to get that traffic through this area”.

- **Vehicle crossings at the Caltex station are wide, dangerous and are used as a short cut between streets (7 submissions)**

“The MASSIVE vehicle crossings at the Caltex station are dangerous for pedestrians as they have 20m + of vehicle crossing to navigate on one strip”.

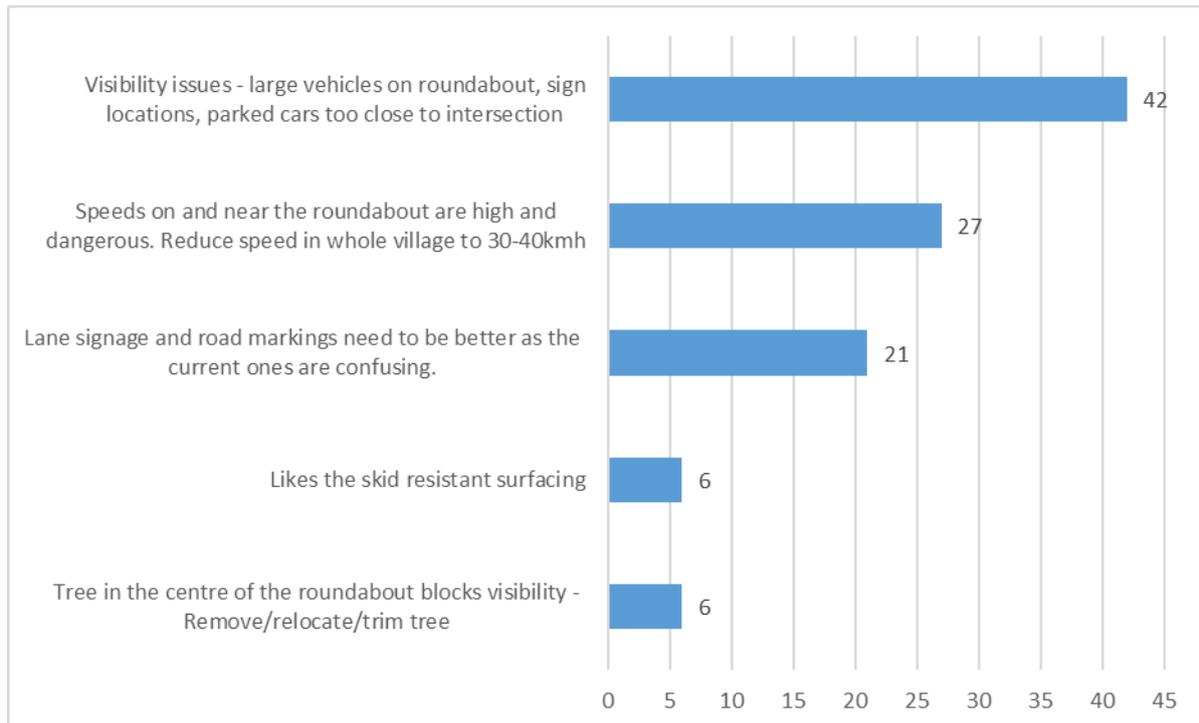
- **Loss of free turn on Donovan Street will mean buses and trucks must use both narrow lanes to enter roundabout (7 submissions)**

“Removing the left turn from Donovan Street onto Blockhouse Bay Road is dangerous to cars but means buses will take over the whole roundabout to be able to turn”.

- **Heaphy Street is continually blocked by cars coming from the right and the entrance is too far forward, making congestion worse (6 submissions)**

“Trying to get out of Heaphy Street is near on impossible during rush hour. The traffic pushes its way through from Kinross Street which blocks cars exiting Heaphy Street”.

Submissions which highlighted concerns about Visibility and Speed



- **Visibility issues - large vehicles on roundabout, sign locations, parked cars too close to intersection (42 submissions)**

“Kinross Street needs improved lighting on the crossing and signage which doesn’t obscure pedestrians to oncoming traffic”.

“The crossing on Blockhouse Bay Road North is extremely dangerous as cars, and especially buses park over the crossing limiting visibility”.

- **Speeds on and near the roundabout are high and dangerous. Reduce speed in whole village to 30-40kmh (27 submissions)**

“Reduce speed in Blockhouse Bay Road village to 40 km max”.

“Donovan St from the car park onwards have 40km hour speed restrictions with 30km around intersection until clear of pedestrian crossings”.

- **Lane signage and road markings need to be better as the current ones are confusing (21 submissions)**

“Please make the markings for each lane very clear. Especially the lane from Donavon to Kinross Street”.

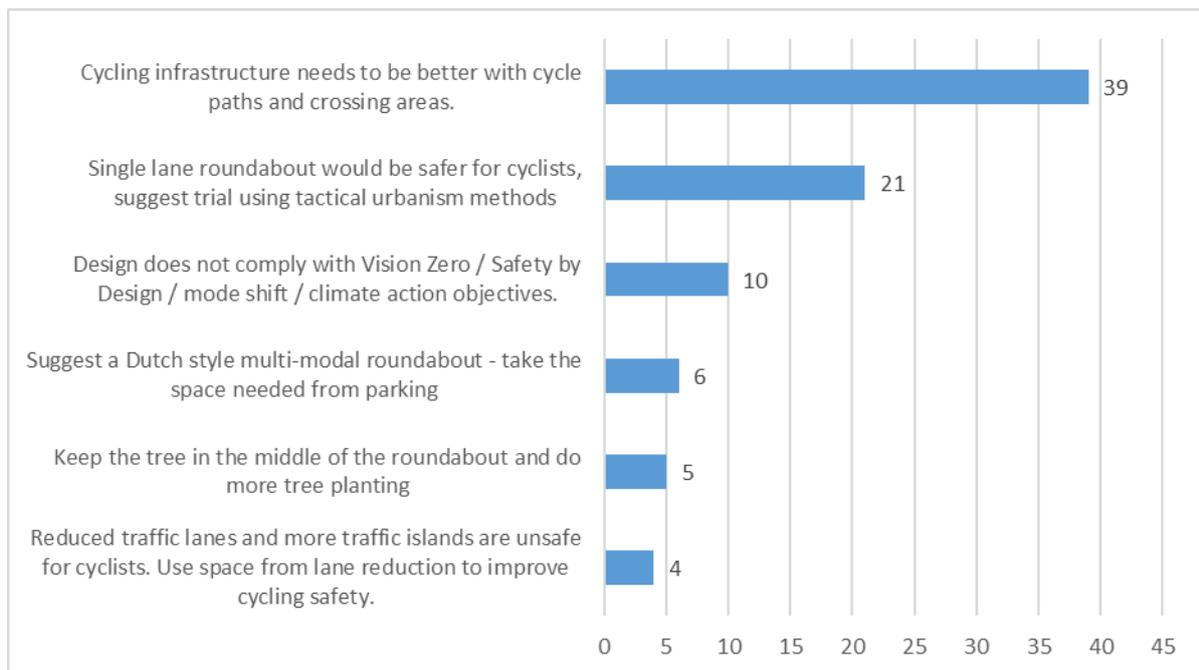
- **Likes the skid resistant surfacing (6 submissions)**

“I like the friction surfacing, the new red coloured surface and the raised pedestrian crossings”.

- **Tree in the centre of the roundabout blocks visibility - Remove/relocate/trim tree (6 submissions)**

“The tree from the centre should be removed for drivers and pedestrians to see more clearly before making a move”.

Submissions which highlighted concerns about Cycling and the Environment



➤ **Cycling infrastructure needs to be better with cycle paths and crossing areas (39 submissions)**

“I cycle through this roundabout reasonably frequently and, apart from the traffic-slowing effects of the raised pedestrian crossings, I can see little in this proposal that will make it less intimidating for people on bikes. Please consider Bike Auckland's recommendations for a single circulatory lane seriously. Designs like the one proposed by AT simply entrench the car-first design ethos that characterises roads in Auckland; I'd love to see that change to better accommodate active modes. Why not start with this roundabout?”

➤ **Single lane roundabout would be safer for cyclists, suggest trial using tactical urbanism methods (21 submissions)**

“The proposal doesn't go far enough to make cycling and walking safe, because multi-lane roundabouts are inherently unsafe. AT should trial taking the roundabout down to a single circulatory lane with tactical urbanism approaches. The raised table zebras are supported but should be across single lanes”.

➤ **Design does not comply with Vision Zero / Safety by Design / mode shift / climate action objectives (10 submissions)**

“By actively neglecting to address safety for people on bikes, this design contravenes AT's own Vision Zero commitments and compromises its climate action and mode-shift mandates”.

➤ **Suggest a Dutch style multi-modal roundabout - take the space needed from parking (6 submissions)**

“Taking some room from parking and a little from pedestrian space would be a great way to supply the needed space for cycle ways”.

- **Keep the tree in the middle of the roundabout and do more tree planting (5 submissions)**

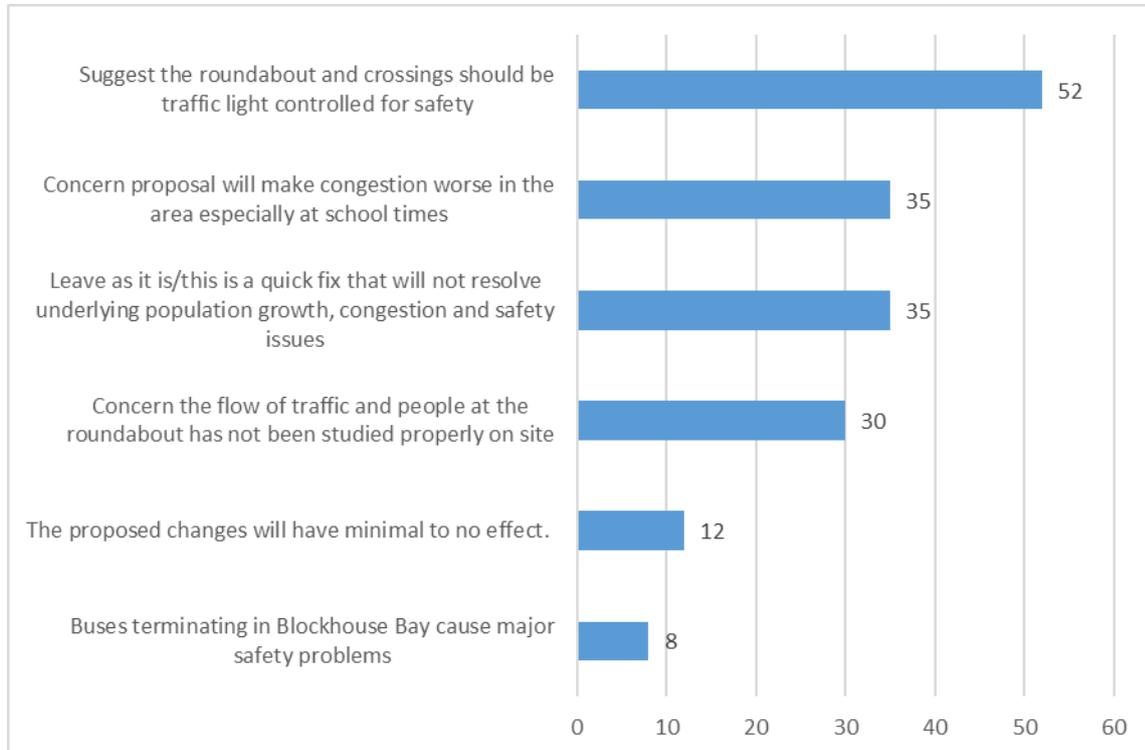
“The closing of the left turn lane in front of Ray White presents an opportunity to provide stormwater mitigation in the form of a raingarden. This would have a similar aesthetic outcome while achieving a positive environmental outcome”.

- **Reduced traffic lanes and more traffic islands are unsafe for cyclists (4 submissions)**

“The new design introduces new and larger traffic islands, expands footpath / pavement widths, and narrows vehicle lanes. All these changes increase the dangers and likelihood of accidents to cyclists, and act as deterrents to cyclists wanting to use the roundabout”.

Question 2 - Do you have any other information that could help us with the proposed changes?

Submissions which highlighted high-level concerns



- **Suggest the roundabout and crossings should be traffic light controlled for safety (52 submissions)**

“There are many traffic lights around Auckland where 5 roads meet. They work fine and it's safer for school kids.”

- **Concern proposal will make congestion worse in the area especially at school times (35 submissions)**

“The traffic wanting to go straight from Donovan Street to Kinross Street gets backed up for kilometres in the evening peak don't see how this fixes this issue and will likely make it worse”.

“Reducing the lane from 2 to 1 at Blockhouse Bay Road will also increase the queue especially before and after school”.

“Kinross Street is backed up all the way back to Portage Road most mornings. It takes at least 10 minutes to go down Kinross Street between 7-8.30am. Please consider that when you think of your plans to change the layouts”.

- **Leave as it is/this is a quick fix that will not resolve underlying population growth, congestion and safety issues (35 submissions)**

“The congestion caused by this roundabout needs to be looked at. The proposal does not seem to consider that at all, and it would make fiscal sense to address safety AND congestion in one upgrade”.

- **Concern the flow of traffic and people at the roundabout has not been studied properly on site (30 submissions)**

“Get out and actually look at the current traffic flow, or better still join it!”

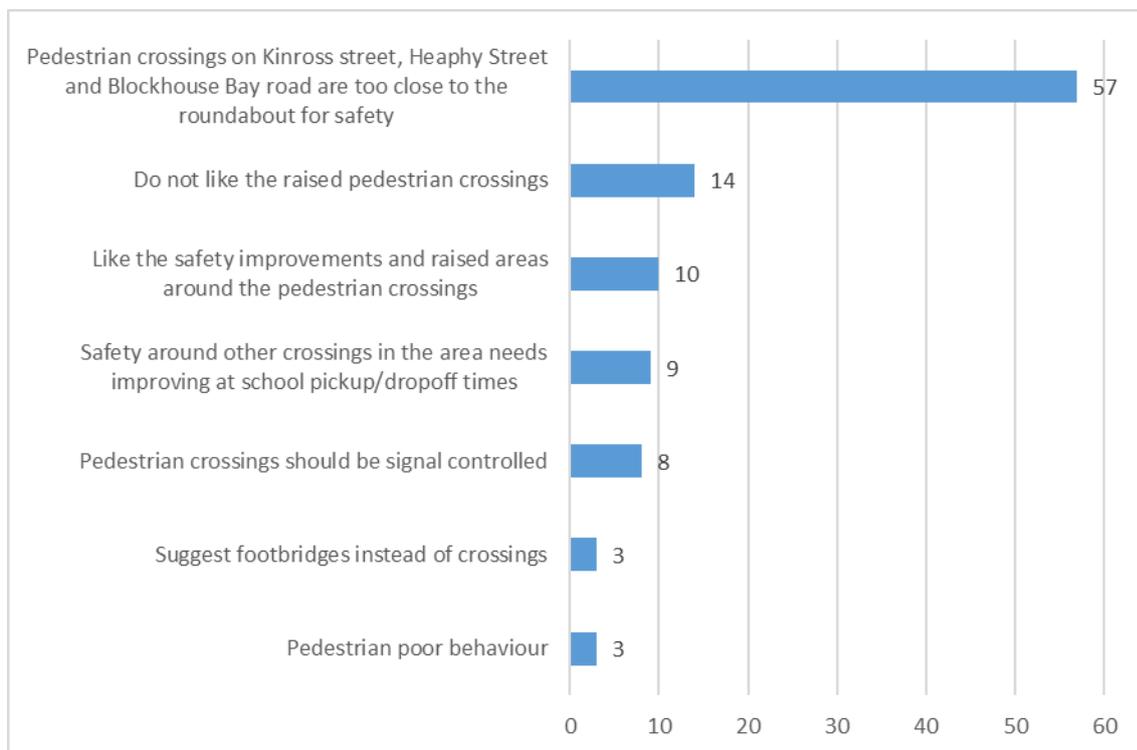
- **The proposed changes will have minimal to no effect (12 submissions)**

“This is completely unnecessary work at the moment with no safety improvements at all”.

- **Buses terminating in Blockhouse Bay cause major safety problems (8 submissions)**

“Some of the highest risks I have seen, as a pedestrian, is from the buses parking over and restricting visuals around the pedestrians crossings”.

Submissions which highlighted pedestrian safety



- **Pedestrian crossings on Kinross street, Heaphy Street and Blockhouse Bay road are too close to the roundabout for safety (57 submissions)**

“The crossings on Heaphy Street and Blockhouse Bay Road are too close to the roundabout. There needs to be some distance for vehicles to stop if there are people on the crossing and the drivers are looking right for oncoming traffic. Will be a lot easier for traffic to stop safely if the crossings were a few meters back”.

- **Do not like the raised pedestrian crossings (14 submissions)**

“I don't like the raised pedestrian crossings. As a driver I concentrate on speed and angle to go over the speed hump and not on looking for pedestrians. As a pedestrian I can't tell if the car is slowing to let me cross or is just slowing for the speed hump. So, in both cases they are more dangerous than flat crossings”.

- **Like the safety improvements and raised areas around the pedestrian crossings (10 submissions)**

“Overdue work to improve the pedestrian crossings is most welcome”.

- **Safety around other crossings in the area needs improving at school pickup / dropoff times (9 submissions)**

“Please consider similar action at the intersection with Gilfillan Road and Gill Crescent. A raised pedestrian crossing, traffic islands and/or a roundabout. The traffic islands and roundabout could be at a lower level so buses could go over them if necessary but would still slow cars down if they choose to go over them as they would act as speed humps”.

- **Pedestrian crossings should be signal controlled (8 submissions)**

“Consider signal managed crossings rather than a constant stream of people crossing, adding to the congestion. This is a major issue after school”.

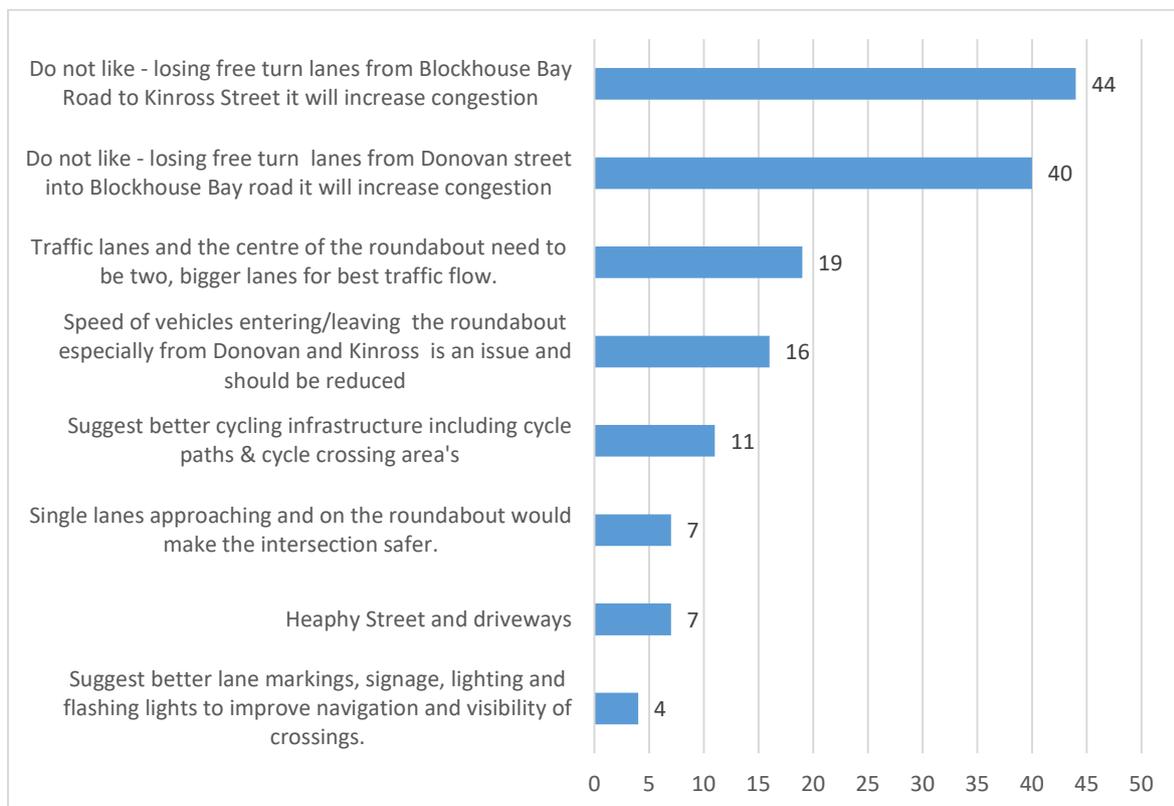
- **Suggest footbridges instead of crossings (3 submissions)**

“The crossings cause most of the congestion. Footbridges for pedestrians would help alleviate this congestion.”

Pedestrian poor behaviour (3 submissions)

“Pedestrians don’t always look out for traffic and just step out without checking!!!”.

Submissions which highlighted the roundabout design



- **Do not like - losing free turn lanes from Blockhouse Bay Road to Kinross Street it will increase congestion (44 submissions)**

“A single lane on Blockhouse Bay Road South is going to cause significant traffic in the morning at school drop-off times. The footpath extension here is unnecessary given it’s already very wide. I don’t think the change will improve anything for pedestrians but will increase traffic jams”.

- **Do not like - losing free turn lanes from Donovan street into Blockhouse Bay road it will increase congestion (40 submissions)**

“Do not remove the free left turn from Donovan Street. The issue with this roundabout is the speed that Donovan Street and Kinross Street traffic takes into the roundabout. Slow them down or stagger with lights and this will allow other traffic to get on, and then it works. Proper lane marking and signage for lane choice will help”.

- **Traffic lanes and the centre of the roundabout need to be two, bigger lanes for best traffic flow (19 submissions)**

“Reduce the roundabout circumference as the right turning lane from Donavan Street is too narrow. Remove the islands and build barriers similar to barriers in the middle of highways instead. This will increase the lane width to allow long turning vehicles to not take up both lanes and force people to use zebra crossings and not run across islands to improve safety”.

- **Speed of vehicles entering/leaving the roundabout especially from Donovan and Kinross is an issue and should be reduced (16 submissions)**

“The biggest single improvement would be to reduce the speed to 20km per hour to restrict the speedsters racing through the roundabout that does not give others a chance to move through”.

- **Suggest better cycling infrastructure including cycle paths & cycle crossing area's (13 submissions)**

“Leave the road lanes as wide as possible to give vulnerable cyclists safer riding spaces on the left sides. (i.e. do not extend the kerbsides out over existing roadway). Do not replace the painted median markings with raised islands so that the wider safer cycling spaces are preserved. Provide on-road painted cycle lanes on the approaches to the roundabout, and along Kinross Street, Blockhouse Bay Road and Donovan Street. Construct the raised speed tables with long entry ramps so cyclists can more easily negotiate their way over these. Steep entry ramps become another hurdle that cyclists have to deal with along with all the traffic dangers”.

- **Single lanes approaching, and on the roundabout would make the intersection safer (7 submissions)**

“The double lanes are not necessary. Removing them would be a big improvement to the safety of the intersection. Combined with cycle ways this would be the way to solve Auckland’s transport problems”.

➤ **Heaphy Street and driveways (7 submissions)**

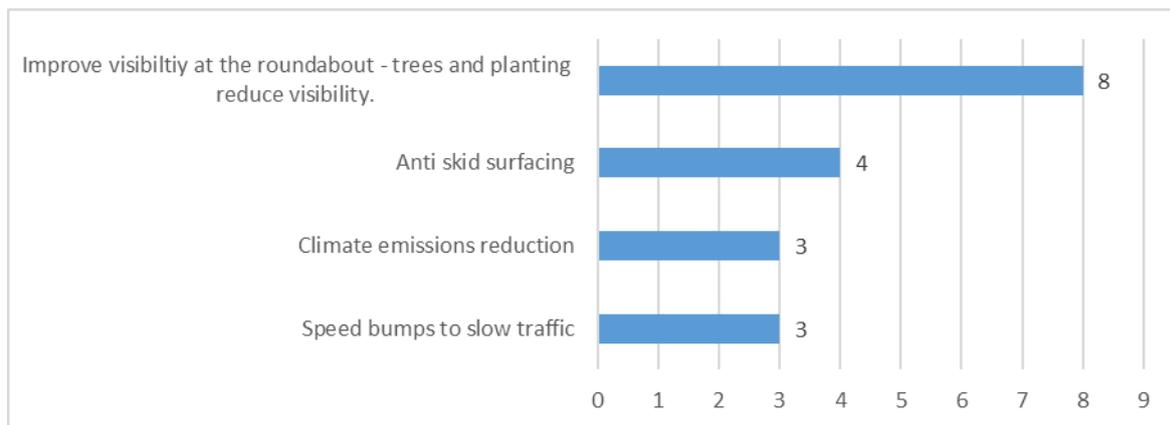
“Heaphy street is pointless, block it off and make it a 4 point roundabout:

“Remove access to the off street parking driveway from the roundabout near Blockhouse Bay Road south”.

➤ **Suggest better lane markings, signage, lighting and flashing lights to improve navigation and visibility of crossings (4 submissions)**

“Improve lighting, flashing road lights etc. But don't choke traffic to congestion”.

Submissions which highlighted speed, visibility and the environment



➤ **Improve visibility at the roundabout - trees and planting reduce visibility (8 submissions)**

“The tree in the middle of the roundabout leaves poor visibility meaning drivers make poor decisions. This has a huge impact of the traffic flow therefore should be removed”.

➤ **Anti-skid surfacing (4 submissions)**

“An enhanced surface treatment should be applied around the roundabout particularly on the northern side where it drops away to a very pronounced negative camber”.

“Do not add skid resistant surfacing. This has such as limited life span and on roads around the Blockhouse Bay area, the surfacing has not been maintained and only causes more risk of accidents to bicycle and motorcyclists due to the rough surfacing”.

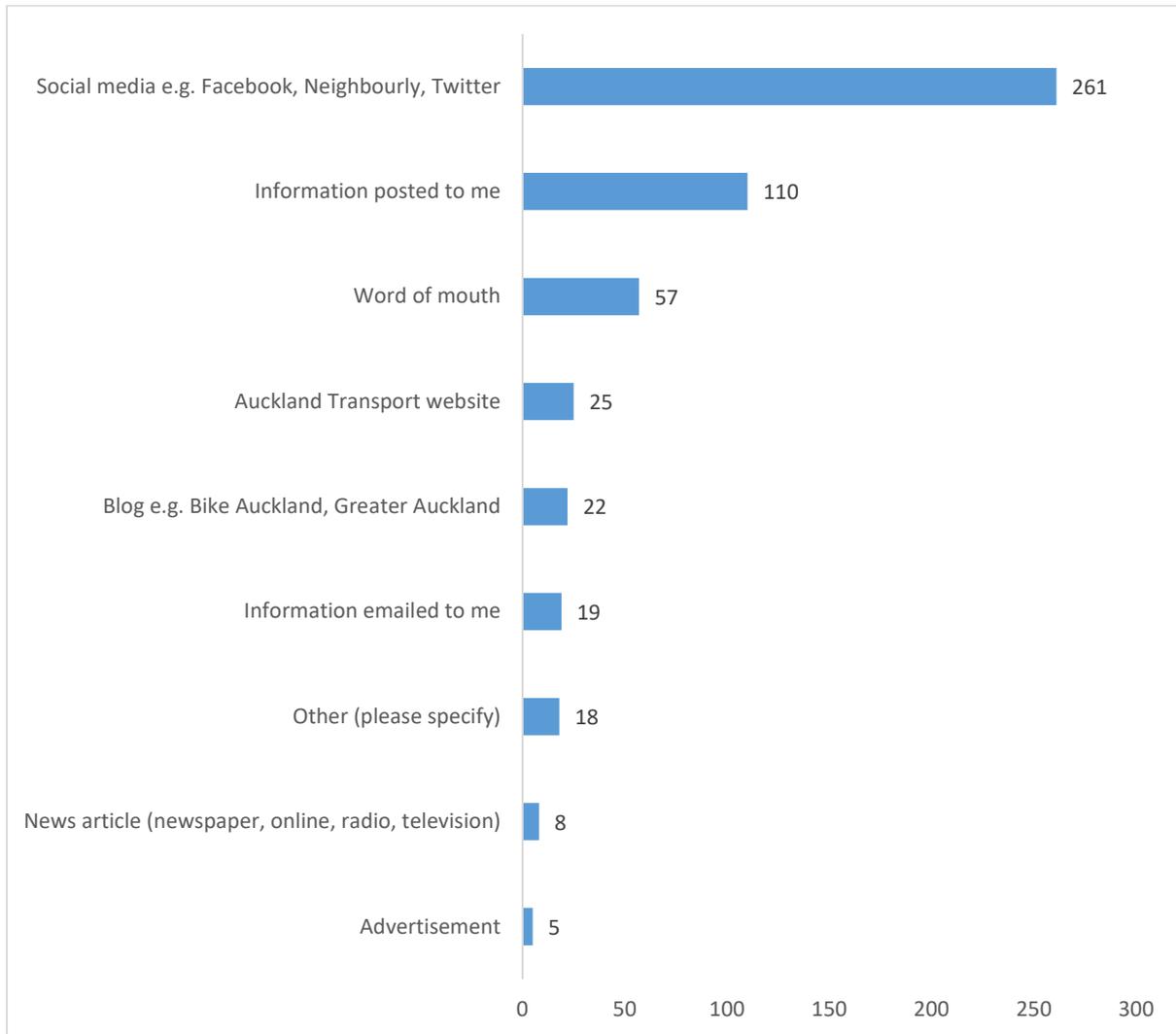
➤ **Climate emissions reduction (3 submissions)**

“This is quite a good bit of advice from the AT 2020 Annual Report “We provide walking and cycling infrastructure and travel demand activities to encourage more people to walk or ride bikes.” By refusing to do what you can to encourage cycling at this roundabout, AT continues to make a mockery of Shane Ellison's assertion that all AT can do to lower emissions could amount to a 5% drop. Each project AT is involved with, including this one, has an impact on future emissions. AT has made the choice to retain the status quo polluting system here”.

➤ **Speed bumps to slow traffic (3 submissions)**

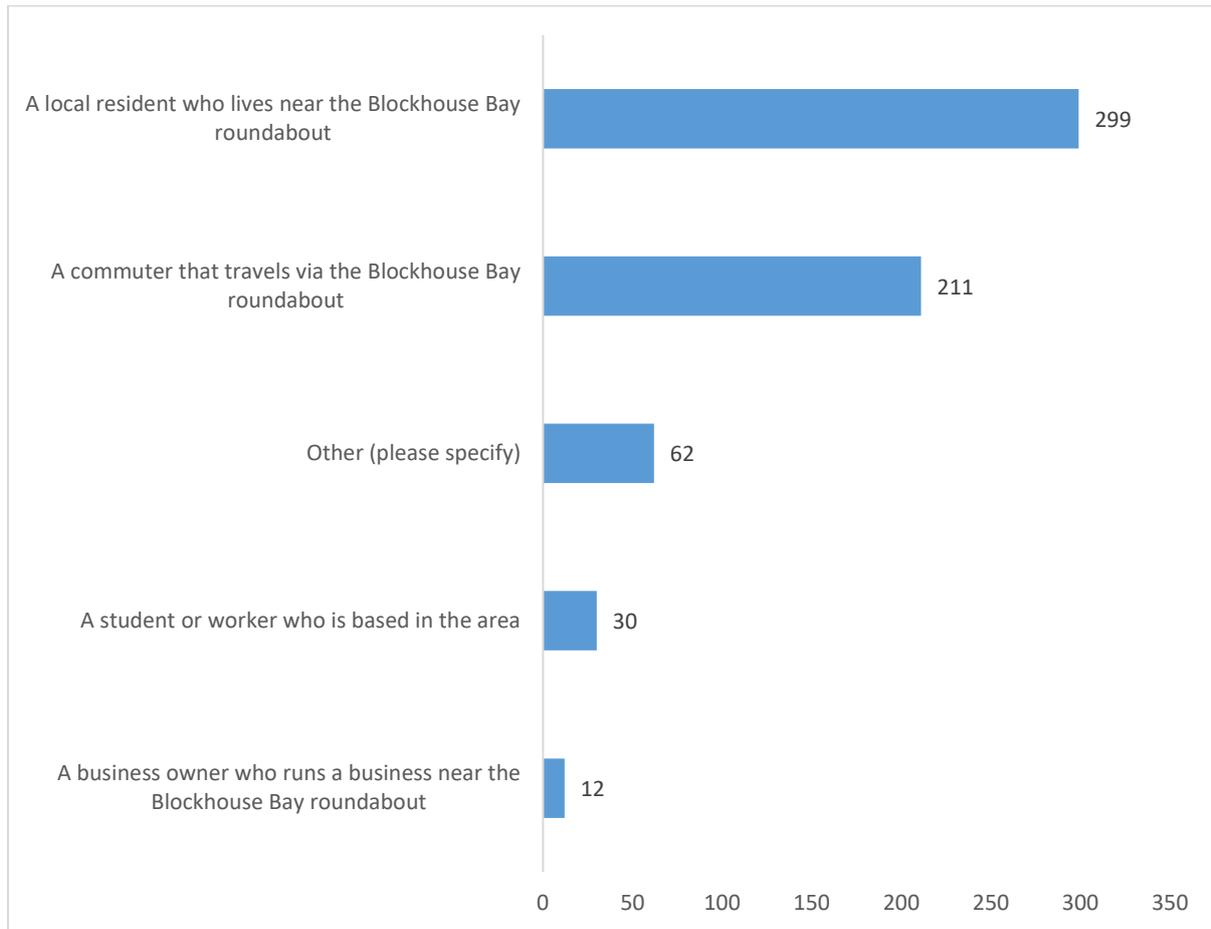
“Ensure the raised crossing are high enough to make a difference in vehicular speed”.

How did you hear about the project?



Based on on-line submissions only

What best describes your interest in this proposal?



Based on on-line submissions only

Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by themes.

| Design suggestion in feedback | AT response |
|--|---|
| Major community concerns with high levels of feedback | |
| <ul style="list-style-type: none"> • Requests for traffic lights The roundabout has 5 entry and exit points, multi-lane roads and pedestrian crossings very close to the vehicle exits. Multiple requests were made for traffic lights to be installed to control all vehicle and pedestrian movements near the intersection and give everyone safe and equal access. The community asked if this option was considered when looking for a solution and wanted to understand why traffic lights were not the preferred option. • Congestion / Left turn lanes People were very concerned that the measures in this proposal would make travel through the roundabout more difficult, frustrating and dangerous. Two roads through the roundabout are the main arterial route between west and east Auckland and there is also a lot of new development in the area, adding to the number of vehicles using the intersection. It was suggested that reducing the capacity of the roundabout by removing the left turn lanes is not logical and would lengthen the morning and evening peak congestion period. • Pedestrian crossings are too close to the roundabout People were also very concerned that the pedestrian crossings were too close to the roundabout and should be much further from it to allow vehicles to completely exit before stopping for pedestrians. Many people observed that cars stopping while still in the roundabout caused crashes and clogged the roundabout. They had witnessed cars speeding to get over a crossing cause near misses with pedestrians as well as cars and buses trying to enter the roundabout blocking the crossings. • Safety for people on bikes People who cycled in this area advised that apart from the traffic-slowing effects of the raised pedestrian crossings, there was little in the proposal that would make the roundabout less intimidating for people on bikes. They requested that AT seriously | <p>Our response to the community</p> <p>The intention of this proposal was to improve safety at the roundabout for vulnerable road users like pedestrians and people on bikes. Driver speed is the single biggest factor that influences whether or not a crash with a pedestrian or cyclist results in a serious injury or fatality. In 2020, 17 people were seriously injured on roads in the Whau local board area.</p> <p>To help reduce driver speed at the intersection we proposed raised speed tables with zebra crossings on top. Raised zebra crossings provide speed reduction and give people crossing the road priority over vehicles. We install raised crossings in locations where pedestrian demand is high and there is a clear place people prefer to cross the road (the desire line).</p> <p>Although traffic lights provide pedestrian priority when the pedestrian phase is called, they do not reduce driver speed. If a driver travelling at 50km/h were to mistakenly run a red light and hit a person on the road, it is very likely the crash would result in the pedestrian or cyclist being seriously injured or killed. From a Vision Zero viewpoint, this is not acceptable.</p> <p>The reason behind proposing to remove the slip lanes from Donovan Street onto Blockhouse Bay Road and Blockhouse Bay Road onto Kinross Street was to reduce confusion and the number of conflict points at the roundabout. Conflict points are places near an intersection where vehicle paths merge, diverge, or cross. Reducing vehicle merging and crossing movements also makes it safer for pedestrians and cyclists. We acknowledge that removing the slip lanes would increase travel times for</p> |

| Design suggestion in feedback | AT response |
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| <p>consider converting the roundabout to a single circulatory lane, instead of the current 2-lane design, as a single lane is much safer for people on bikes. They were concerned that the proposal entrenched a car-first design ethos and requested bigger changes to better accommodate active modes of transport.</p> | <p>certain turns at the intersection during peak times. However, the focus of this design was safety improvements for vulnerable road users such as pedestrians.</p> |
| <p>Concerns and suggestions contributing to the four main themes</p> | |
| <p>Roundabout design</p> <ul style="list-style-type: none"> • The proposal is a “quick fix” that does not address underlying population growth, congestion and safety issues. The Regional Fuel Tax money would be better spent improving other roads and footpaths in the area. • The proposal slows traffic speed at the expense of traffic flow. Compared to the number of pedestrians in the area the number of vehicles is much higher. The priority should be to keep traffic moving and more should be done to direct traffic away from the roundabout to help ease congestion. • Raised pedestrian crossings close to the roundabout will make it more dangerous and be challenging for emergency services vehicles, buses and trucks. Traffic approaching the roundabout is already at about 5kmh. • More space for wider lanes is needed near and at the roundabout to improve traffic flow and to stop large vehicles such as buses blocking the entrances. Suggestions include to reduce the size of the centre of the roundabout, remove all raised traffic island and use highway-style barriers instead, remove taxi stands and install no-stopping zones near the entrances and move the pedestrian crossings away from the entrances. Better lane marking and signage is also needed. • Concern that upgrades to roundabout will cause major logistical problems for traffic flow over many months while the work happens for a low return. Request that any work is done in stages and out of hours to reduce disruption to traffic and businesses. • Remove the signal controlled crossing on Donovan Street and replace it with a raised pedestrian crossing closer to roundabout to be consistent with the rest of the pedestrian crossings. • The proposal will prioritise traffic going straight past Blockhouse Bay rather than support locals who actually use the shops and library and go home again, negatively affecting business and the shops. | <p>The community made many valuable feedback suggestions and expressed multiple concerns during the consultation period. We considered all the feedback and it was used to help make the decision to not proceed with the proposal in its current form. All feedback is summarised here for your information. These suggestions and concerns will be used by the design teams as we develop a different solution to improve traffic flow and safety issues in the Blockhouse Bay area.</p> |

| Design suggestion in feedback | AT response |
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| <ul style="list-style-type: none"> The Heaphy Street entrance to the roundabout is too far forward and makes congestion on the roundabout worse. Suggest that the entrance to the roundabout is moved further back as there is still clear visibility of oncoming traffic. Heaphy Street is the least important on the roundabout so should not be treated the same as the other major roads. Suggestions received to block it off or make it one-way entrance or exit only, making a 4-way roundabout. Close Heaphy Street to traffic and open a new intersection at 485 Blockhouse Bay Road through to Tania Place. The seating area at the Heaphy and Kinross Street corner is not used. Suggest that a slip lane for left turns is created to help ease congestion. Diagonally parked cars on Blockhouse Bay Road north reversing out into the traffic flow right next to the roundabout is very dangerous for people on bikes. <p>Cycling Safety</p> <ul style="list-style-type: none"> This location is flagged as being on the proposed extended Auckland Cycle Network. Protection improvements for cyclists could include cycle lanes or markings on the road for cyclists, advance stop boxes, cycle crossing areas, reducing the car parking areas close to the roundabout to provide cycle lanes. The crossing at the corner of Carrington Road and Sutherland Road is a good example of what you can do. The design does not comply with Vision Zero, Safety by Design, mode shift or climate action objectives. As a safety fix the proposal excludes a whole class of vulnerable road users – people on bikes. This is a shopping centre where people should be prioritised over cars. A single lane roundabout is the safest option for cyclists and raised pedestrian crossings should only be over single lanes. The approaches to this roundabout are not “proper” two-lane roads. Reduce them to one lane and reduce parking to make a single-lane roundabout with more lane-space for cyclists. A Dutch-style multi-modal roundabout would be ideal. Conduct a study to assess cycling volumes as this intersection is used by many serious cyclists heading west to the Waitakere Ranges to train. <p>Pedestrian crossing safety</p> | |

| Design suggestion in feedback | AT response |
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| <ul style="list-style-type: none"> • All crossings should be closer to the roundabout as this is where people want to cross. People walk between stopped cars to cross the road as it is easier than walking to the crossings. This would also help reduce vehicle speeds. • All the pedestrian crossings should have an island and be controlled by signals. A continuous stream of people crossing the road holds up traffic. Signals would require pedestrians to stop and wait their turn. This is a real problem after school each day. • Install new intelligent lighting, movement sensors and flashing lights on the crossings to detect pedestrians and inform drivers the crossings are being used. Like the system used at the Royal Oak roundabout. • Install more barriers to stop people stepping into traffic without looking, waiting for traffic to stop or jaywalking between stopped cars. Also paint them in a reflective paint as the current dark blue ones are hard to see. • The ideal solution would be installing a pedestrian overpass or underpass to separate cars and pedestrians. This would be safer for pedestrians and help traffic flow freely. <p>Visibility issues</p> <ul style="list-style-type: none"> • The tree in the centre and gardens at the edges obstructs the view of all exits and makes it difficult to see people on the crossings. Suggest the trees are removed or trimmed so drivers have more time to get a better view of what is happening on the whole roundabout. • Buses and large vehicles entering, exiting and on the roundabout block the pedestrian crossings and make seeing people on the crossings very difficult. Suggest the “warning” lines on both sides of the crossing are extended or paint hash lines or red paint to prevent stopping and improve visibility. • More signs and lighting would help make the crossings more visible but must be placed so that they don’t obscure the person crossing from oncoming traffic. Also, add signage to remind pedestrians to look right and left before crossing so they first ensure it is safe. <p>Road surfaces</p> <ul style="list-style-type: none"> • Skid resistant surfacing – should be applied through the whole roundabout to help control turns, especially in the wet. | |

| Design suggestion in feedback | AT response |
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| <ul style="list-style-type: none"> • Skid resistant surfacing – should not be applied at all as it has a limited lifespan and is not maintained. • Speeds should be slowed before drivers get to the crossings. Install coloured asphalt leading up to the roundabout to slow people down instead of raising the pedestrian crossings. | |
| Buses in Blockhouse Bay | |
| <ul style="list-style-type: none"> • Buses should be prioritised over cars through the roundabout and shopping strips to encourage public transport use, especially during the morning rush hour. Bus lanes would help. • Move the bus junction for turning, parked and waiting buses from Blockhouse Bay Road South to either side of Blockhouse Bay so buses do not have to go through the roundabout. Buses could turn from Blockhouse Bay Road North on to Kinross Street, instead of down the shopping strip. Or use smaller hybrid, more efficient buses. • Buses navigating the roundabout, especially double-deckers, and terminating in Blockhouse Bay Road South cause major safety problems. Buses should not enter the shopping zone nor should there be a terminus in the Bay, especially outside a school. Bus stops should be on Donovan Street, Kinross Street and Blockhouse Bay Road North. • The bus bay opposite the Countdown bus stop should be reinstated as a bus bay as currently it is used as free parking. • The bus stop outside Countdown should be moved further away from the intersection as buses block other road users as well as the cars entering and leaving the Countdown carpark. Often the bus is in the wrong lane for entering the roundabout and must quickly change lanes blocking both traffic lanes. | <p>We are aware that there are a number of ongoing issues related to the high number of buses in this part of Blockhouse Bay Road. We are investigating potential solutions and the community will be consulted before any changes are made.</p> |
| Suggestions we can address now | |
| <p>Reduce the speed limit in whole village to 30-40kmh. Vehicle speeds on and near the roundabout are high and dangerous, particularly on the major Donovan-Kinross Street connection. Many elderly people live in the area and attend the community centre and they do not feel safe crossing the road.</p> | <p>Blockhouse Bay Town Centre is on the prioritisation list for the next tranche of speed limit changes around Auckland. The current list focuses on roads around schools and rural roads in the Franklin area. You can read more about this project at at.govt.nz/haveyoursay.</p> |

| Design suggestion in feedback | AT response |
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| Request to know the actual number of accidents at the roundabout. | The five year crash history between 2016-2021 inclusive, shows there have been a total of 28 crashes (3 serious, 1 minor, 24 non-injury). In 2020, 17 people were seriously injured on roads in the Whau local board area. |
| As a PO Box customer, I would like to see the carpark spaces outside the Post Shop restricted to 10 minutes only. | This request has been passed to the Parking Design team to assess and prioritise. |
| Multiple concerns that the pedestrian crossing outside Blockhouse Bay Primary School is very dangerous and needs a safety upgrade. Parked buses mean children are barely visible to car drivers, especially outside school hours when the crossing is not patrolled. | <p>This location outside the primary school is on the prioritisation schedule for pedestrian crossing safety improvements. We plan to investigate the suitability of installing a raised pedestrian crossing with improved visibility here.</p> <p>Depending on the outcome of the prioritisation, this will be followed by a consultation with stakeholders and the community. Subject to positive consultation, the project will then progress to detail design and construction. We are not certain how long the prioritisation, design and build process will take at this time.</p> |
| The Countdown carpark entrance needs more controls, a traffic island or a left only turn as it is very difficult to turn right into or out of the carpark across the traffic. Please reinstate the yellow hatched lines to keep the area clear. | <p>The car park for the supermarket is controlled by Countdown. Any requests to restrict movements or installing controls out of the Countdown carpark need to be addressed to Countdown.</p> <p>Our investigations show that yellow hatched lines, or a keep clear control, have not been installed at this location in the past. Installing Keep Clear markings here could create additional safety issues and encourage drivers to make riskier turning movements. We do not recommend installing Keep Clear markings at this location as studies show many sites have increased crash numbers or more severe crashes after the installation. This is mainly due to the false sense of security the markings give drivers. Drivers turning out of the side road could have the impression they have the right of way, or the impression that all lanes are clear to perform the turn, while there could be high speed vehicles approaching that are hidden behind the queuing vehicles.</p> |
| The driveway entrance to the parking area behind Ray White is directly onto the roundabout, making a sixth entrance point. This is dangerous and should be removed. Access to the parking area should be only from Donovan Street. | Requests to restrict movements or install controls in or out of the parking area behind Ray White need to be addressed to the property owner. However, as this is a safety issue, it could be considered when developing another solution to improve traffic flow and safety in the Blockhouse Bay area. |

| Design suggestion in feedback | AT response |
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| The driveway between 511-519 Blockhouse Bay Road is not safe and should be only pedestrian access with the parking area accessed via the 507-509 Blockhouse Bay Road driveway on Kinross Street. | Requests to restrict movements or install controls in or out of this parking area need to be addressed to the property owner. However, as this is a safety issue, it could be considered when developing another solution to improve traffic flow and safety in the Blockhouse Bay area. |
| Request for more parking restriction enforcement outside the cafes and restaurants on Blockhouse Bay Road south. People often park over the time limits. | This request has been added to our list of locations requiring parking enforcement, which will happen once the Auckland Covid alert levels have dropped. This means we will monitor the location for 2 weeks, then make an assessment to decide if further monitoring is necessary. Infringement notices will be issued to offending vehicles. |
| Kinross Street needs more traffic calming and places for pedestrians to cross the road. Cars travel very fast as they exit the roundabout and speed down the hill. This also makes it difficult for people who live on the street to get in or out of their driveways. | Please refer to at.govt.nz/haveyoursay – project reference MIP1920-045 – Kinross Street, Blockhouse Bay – Raised pedestrian crossing. We expect this crossing to be built by March 2022. |
| It is difficult for visitors and tradespeople to find street parking outside homes on Kinross Street due to all the parked cars. Please introduce parking restrictions. | This request has been passed to the Parking Design team to assess and prioritise. |
| Request a mobility park is installed in the diagonal parking area in front of the chemist on Blockhouse Bay Road north. | This request has been passed to the Parking Design team to assess and prioritise. |
| Maintenance Issues | |
| Footpaths on Donovan Street and Whitney Street and in the area generally, need maintenance. | This request has been passed to our Maintenance team to assess and prioritise. |
| Boundary Road has a heavy traffic flow and needs widening. | This request has been passed to the Asset Management team to assess and prioritise. |
| The intersection of Boundary Road and Terry Street has a tow-truck with a lowered tray parked at a narrow point of the road and it is dangerous for traffic. Please can it be removed. | Broken Yellow Lines, no stopping at all times markings, are to be extended around this intersection, which will help keep it clear and make it safer for everyone. |
| Other Requests in the area | |
| Donovan Street / White Swan Road congestion <ul style="list-style-type: none"> ○ Traffic turning right at the lights outside Lynfield College blocks traffic coming from the Blockhouse Bay roundabout. ○ The corner of Donovan Street and Boundary Road needs traffic lights as it is very difficult to turn right from Boundary Road into Donovan street when traffic is | Traffic turning right into Lynfield College is controlled by a right-turn arrow at the signals. If right turning traffic is queuing across the intersection and blocking eastbound traffic when they have a green signal, this is an enforcement issue as drivers should not enter the intersection if the exit is blocked. Police enforcement is considered the best option to address this problem. |

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| backed up to the roundabout. School students trail over the crossing and elderly people from the nearby retirement village also have difficulty crossing. Pedestrian controlled traffic signals here would give everyone a fair chance to get through the intersection. | <p>If you notice this happening, please call *555 from a mobile phone to speak with the NZ Police Roadwatch team.</p> <p>The right turn from Boundary Road into White Swan Road/Donovan Street can be difficult during peak periods but this is common at many intersections of this size. We acknowledge the safety concerns the zebra crossing close to the intersection causes. We have recently investigated this intersection and our preferred solution to the problem is to upgrade the zebra crossing to include a raised speed table. This will help lower vehicle speed so it is safer for people to cross the road. Lower speeds here would also make it easier for vehicles to turn right from Boundary Road.</p> <p>Consultation on these changes is planned but has been delayed due to the Covid 19 lockdown. The project will be prioritised for implementation, subject to the outcome of the consultation. A timeframe for delivery is not yet available.</p> |
| Exminster Street and Blockhouse Bay Road intersection needs traffic lights to make it easier for drivers to turn right into Blockhouse Bay. | <p>We have recently reviewed the safety and operation of the Exminster Street and Blockhouse Bay Road intersection. In the afternoon peak, the southern side of the intersection operates at medium to high capacity, with most traffic coming from Donovan Street.</p> <p>We believe that installing traffic lights here could severely compromise the traffic flow and cause congestion along Blockhouse Bay Road, particularly between Exminster Street and Donovan Street. The layout of the intersection operates relatively safely, with no pattern of crashes identified and it is unlikely that major crashes would occur here. Therefore, we are unable to justify an upgrade to this intersection right now.</p> |
| Bolton Street raised pedestrian crossing outside St Dominic's Primary School needs re-assessing as it does not slow cars down enough. Raise the crossing further or install speed humps as speeding up and down this street is getting worse. | <p>The pedestrian crossing outside St Dominic's Primary School was raised recently as this was assessed to be the best way to make it safer for people crossing the road. Our Engineer has investigated your concern about cars still travelling too fast here. We can advise that there have been no reported crashes, especially related to people using the crossing outside St Dominic's.</p> <p>Therefore we will not be installing further speed calming measures, such as speed cushions, here as recent speed and accident data does not justify this option.</p> |
| 127 Boundary Road, the driveway of Sunset Rest home is unsafe for elderly pedestrians to walk along. There are broken yellow lines to stop cars parking on the driveway and | This request has been added to our list of locations requiring parking enforcement, which will happen once the Auckland Covid alert levels have dropped. This means we |

| Design suggestion in feedback | AT response |
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| road, but people park there anyway. There is no sign and no enforcement. Rest home residents need to walk out on the road to get past parked cars. | <p>will monitor the location for 2 weeks, then make an assessment to decide if further monitoring is necessary. Infringement notices will be issued to offending vehicles.</p> <p>If you see illegal parking behaviour, the most effective way to address it is to report the problem when it is happening. Please contact our Parking Compliance Team on (09) 355 3553 if you see an illegal parking issue. We will dispatch a parking warden to the location as we can only take action against an illegally parked vehicle if one of our wardens witnesses the offence.</p> |
| McFadzean Drive needs speed bumps to slow driver speeds and make it safer for children walking and elderly people on mobility scooters. The footpaths also need to be improved. | <p>Our Residential Speed Management programme focuses on reducing vehicle speeds in residential areas rather than single streets. We install engineering measures like speed bumps or new road markings to encourage lower speeds. Priority areas are chosen based on factors like the number of crashes, safety risk, traffic speed and concerns from residents and elected representatives.</p> <p>Unfortunately, we don't plan to add speed calming to McFadzean Drive at this time. We're dealing with other areas first because they have higher speeds and safety risks. However, we have recorded this location on our database for future phases of the programme.</p> <p>For more information about how we made our decisions and to see the priority areas please visit at.govt.nz and search for Residential Speed Management programme.</p> |
| The Kay Drive and Tania Place intersection needs a Give Way sign and Stop signs. There is none at present. | This request has been passed to the Traffic Engineering team to assess and prioritise. |
| Blockhouse Bay Road North and Terry Street intersection needs ongoing monitoring for vehicle numbers and unsafe student driver behaviour. | <p>We have investigated the intersection of Terry Street and Blockhouse Bay Road and identified that it operates with no major issues. Crash data from the past five years (2016-2021) supports this.</p> <p>The existing broken yellow lines mean drivers making turns at the intersection have clear visibility to see oncoming cars. There is a refuge island which provides a safe place for people to cross the road and another 50m north on Blockhouse Bay Road.</p> <p>We don't plan to make changes here at this stage. We're dealing with other areas first because they have higher speeds and safety risks.</p> <p>However, Terry Street and the surrounding area are within a prioritised zone for installation of traffic calming measures to help improve overall safety in the area.</p> |

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| | <p>For more information about how we made our decisions and to see the priority areas please visit at.govt.nz and search for Residential Speed Management programme.</p> <p>If you notice unsafe driver behaviour happening, please call *555 from a mobile phone to speak with the NZ Police Roadwatch team.</p> |
| <p>Kinross Street, Connell Street and Armagh Street intersection is very difficult to get across in the morning and needs traffic lights.</p> | <p>Assessment of the Armagh Road, Connell Street, Kinross Street intersection shows no reported crashes in the last 5 years. Also, a signalised traffic control here would affect travel times and cause unacceptable delays.</p> <p>When we assess a location for traffic signals, we considered factors such as traffic volume and flows, the general road environment and police reported crash statistics. We avoid installing traffic signals where they are not necessary as they may cause excessive delays and 'side effects' like driver frustration and non-compliance of the signals, 'rat-running' in an attempt to avoid the signals, and an increased crash frequency, especially rear-end type crashes. Plus, we need to ensure traffic and pedestrian safety are not negatively impacted by any changes to the road design.</p> <p>After considering all these factors, we have decided not to proceed with installing traffic signals here.</p> |
| <p>The Blockhouse Bay Road North and Rathlin Street intersection is dangerous as drivers do not stop to give way at the Stop sign. A left turn only into Blockhouse Bay Road would help.</p> | <p>We have investigated this request.</p> <p>The intersection has a Stop control including signs, road markings and broken yellow lines to provide clear visibility for drivers exiting Rathlin Street. Blockhouse Bay Road near Rathlin Street has broken yellow lines over an extended area. This means that drivers travelling along Blockhouse Bay Road are able to see cars waiting at the Stop control on Rathlin Street or turning onto the road. No major crashes have been reported at the intersection.</p> <p>As visibility is good for drivers on both roads and the intersection operates with no major safety issues, we will not be installing a left turn only control at this time.</p> |